

Amendments to the Specification

Please replace the paragraph that begins on page 3, line 11 with the following:

The disclosure of USSN 10/126,679, which issued January 27, 2004 as U.S. Patent No. 6,682,838, ~~filed April 18, 2002, and published on October 24, 2002, under Publication Number US 2002/01/55329 A1~~, is incorporated herein by reference.

Please replace the paragraph that begins on page 7, line 36 with the following:

Figure 1 is a schematic representation of an apparatus 10 of the present invention. A diesel hydrocarbon fuel stream 20 is directed to a desulphurization unit 30 where the sulfur content of the fuel stream is reduced and preferably eliminated. Preferably, desulphurization unit 30 comprises molecular sieves containing zeolites or other sulfur sorbents. Alternatively, other desulphurization materials and techniques known to those skilled in the art may be used to reduce the sulfur content of the diesel hydrocarbon fuel.

Please replace the paragraph that begins on page 9, line 30 with the following:

The purified reformat stream (hydrogen-rich reformat) 92 is optionally cooled and then flows to the anode of fuel cell. The fuel cell (70) typically uses 70 to 80% of the hydrogen to produce electricity while the methane flows through the anode unchanged. Alternatively, the hydrogen rich gas can be stored in a metal hydride storage system (not shown), for later use as feed to fuel cell.

Please replace the paragraph that begins on page 9, line 35 with the following:

Still with reference to FIG. 1, the anode tail gas is then combined with the cathode tail gas (72), and is combusted in an anode tail gas oxidizer or combustor (100b). Combustor 100b is connected to pre-reformer 50 via conduit 54. A portion of the methane produced by pre-reformer 50 is directed to

combustor 100b to aid in the combustion of tail gases from the fuel cell stack. A source of air is also provided to facilitate this combustion. Exhaust from combustor 100b is then passed through a heat exchanger or boiler 100a and to an exhaust. Water is heated in boiler 100a and is used as steam feed 38 for a portion of the fuel reforming process i.e. vaporization, and may be directed to reformer 60 to regenerate the catalyst beds. Once the carbon dioxide fixing material is regenerated the heated process water is diverted away from the regenerated bed. Combustor 100b and boiler 100a are illustrated in FIG 1, as separate and distinct features of the fuel processor, however, those skilled in the art will recognize that such elements are commonly integrated into a single unit or module.